

# ***JOBS-HOUSING BALANCE SELECTED BIBLIOGRAPHY***

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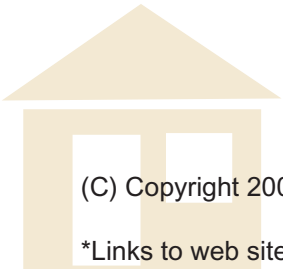
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### ***Selected California Libraries Contact List***

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*California State Library - Government Documents  
Library and Courts Building, 914 Capital Mall, Rm. 304  
Sacramento, CA 95814 - (916) 654-0069  
<http://www.library.ca.gov/>*

*UC Berkeley - Environmental Design Library  
Moffitt Library, 5th floor, UC Berkeley, 94720  
(510) 642-4818; [envi@library.berkeley.edu](mailto:envi@library.berkeley.edu)*

*UC Berkeley - Institute of Government Studies  
Library, 109 Moses, UC Berkeley, 94720  
(510) 642-1472; <http://www.lib.berkeley.edu/>*

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## **Jobs-Housing Balance Selected Bibliography**

**AFFORDABLE HOUSING AND TRANSPORTATION:** Creating new linkages benefiting low-income families / Canby, Anne. -- Washington, DC: Fannie Mae Foundation, 2003.

Report also available full text at the World Wide Web:

[http://www.fanniemaefoundation.org/programs/hff/pdf/HFF\\_v5i2.pdf](http://www.fanniemaefoundation.org/programs/hff/pdf/HFF_v5i2.pdf)

Housing Facts & Findings - Vol. 5, no. 2 (2003)

"After housing, transportation is now the second biggest expense for America's families. New research indicates that the need to own one or more cars is placing homeownership out of reach for many low-income families, effectively restricting access to the single most effective tool for increasing family wealth." - (p. 1).

**AUTOMOBILES, THE ENVIRONMENT, AND METROPOLITAN SPATIAL STRUCTURE** / Bae, Chang-Hee Christine; Richardson, Harry W. -- Washington, DC: Lincoln Institute of Land Policy, 1994.

Report includes bibliographical references.

Available for purchase at the World Wide Web:

[http://www.lincolnst.edu/topics/university\\_city.asp](http://www.lincolnst.edu/topics/university_city.asp)

More than twenty-two years ago, in a conference on Cities, Regions and Public Policy held at the University of Glasgow, a basic theme emerged (expressed most vehemently in a paper by Ed Mills) that we should not attempt to deal with negative externalities and other urban problems by tampering with city sizes (Cameron and Wingo, 1973). Instead, these externalities should be tackled head-on via direct policies (E.g. road congestion pricing, emission fees). In this paper we wish to argue a variation of the same theme: it is not efficient to correct these negative externalities via attempts to change metropolitan spatial structure. More specifically, trying to put suburbanization and decentralization in reverse, even if feasible—which is very doubtful, is not a sound strategy for reducing air pollution levels.

**BARRIERS TO WORK:** The spatial divide between jobs and welfare recipients in the metropolitan area / Pugh, Margaret -- Washington, DC: Brookings Institution, 1998.

(A discussion paper prepared for the Brookings Institution Center on Urban and Metropolitan Policy)

Also available full text on the World Wide Web:

<http://www.brook.edu/dybdocroot/urban/mismatch.pdf>

Summary: The time limits and work requirements of the 1996 welfare reform law present a great challenge to large U.S. metropolitan areas, where hundreds of thousands of low-income people must find entry-level jobs. The welfare-to-work effort underway in American cities uncovers a phenomenon that many scholars already knew: there is a 'spatial mismatch' between where workers live and where jobs are located, and low-income workers often have no easy way to travel between home & work - (p. 1).

**BEST PERFORMING CITIES:** Where America's jobs are created / DeVol, Ross C.; Fogelbach, Frank. -- Santa Monica, CA: Milken Institute, 2003.

"June 2003".

Report includes executive summary.

Also available full text at the World Wide Web:

[http://www.milkeninstitute.org/pdf/best\\_cities\\_june2003.pdf](http://www.milkeninstitute.org/pdf/best_cities_june2003.pdf)

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**BEYOND GRIDLOCK:** Meeting California's transportation needs in the twenty first century / Corless, James; Sprowls, Sharon -- San Francisco, CA: Surface Transportation Policy Project (STPP) 2000.

Also available at the World Wide Web:

<http://www.transact.org/ca/gridlock/ca%20report.pdf>

**BRINGING HOUSING INTO BALANCE:** East Bay Jobs/Housing Report / Economic Development Alliance for Business -- Final report -- [Alameda, CA]: EDAB, 2001. "November 2001".

Also available full text at the World Wide Web:

<http://www.edab.org/study/EDAB%20Final%20Jobs%20Housing%20Report%2011-8-2001.pdf>

**THE CHANGING COMMUTE:** A case study of the jobs-housing relationship over time / Wachs, Martin; Taylor, Brian D. -- Carfax Publishing: London, UK, 1993.

May be purchased at the World Wide Web:

<http://www.tandf.co.uk/journals/carfax/00420980.html>

Urban Studies - Vol. 30, no. 10 (December 1993) p. 1711-1730

Summary: Commuting patterns between home and work were studied among 30,000 employees of Kaiser Permanente, a major health care provider in Southern California. The study tracked the differences between home and work location among employees over 6 years by analyzing employee records and responses to a survey of over 1,500 of the workers. It was found that work trip lengths had in general no growth over the 6 year period...

**CITIES, REGIONS AND THE DECLINE OF TRANSPORT COSTS** / Glaeser, Edward L; Kohlhase, Janet E. -- Cambridge, MA: Harvard University - Harvard Institute of Economic Research (HIER) 2003.

(Harvard Institute of Economic Research Discussion paper no. 2014)

"July 2003".

Paper includes bibliographical references.

Available full text at the World Wide Web:

<http://post.economics.harvard.edu/hier/2003papers/HIER2014.pdf>

Abstract: The theoretical framework of urban and regional economies is built on transportation costs for manufactured goods. But over the twentieth century, the costs of moving these goods have declined by over 90% in real terms, and there is little reason to doubt that this decline will continue. Moreover, technological change has eliminated the importance of fixed infrastructure transport (rail and water) that played a critical role in creating natural urban centres. In this article, we document this decline and explore several simple implications of a world where it is essentially free to move goods, but expensive to move people. We find empirical support for these implications.

## **Jobs-Housing Balance Selected Bibliography**

**COMMUTING IN TRANSIT VERSUS AUTOMOBILE NEIGHBORHOODS** / Cervero, Robert; Gorham, Roger -- Chicago, IL: American Planning Association (APA), 1995.

Available for purchase at the World Wide Web:

<http://www.planning.org/japa/index.htm>

Journal of the American Planning Association – V. 61, no. 2, Spring 1995 (p. 210-225)

A comparison is made of the commuting characteristics of transit-oriented and auto-oriented suburban neighborhoods in the San Francisco Bay Area and in Southern California. Transit neighborhoods averaged higher densities and had more gridded street patterns compared to their nearby counterparts with auto-oriented physical designs. Neighborhoods were matched in terms of median incomes and, to the extent possible, transit service levels, to control for...

**COMPARISON OF RENTS AT TRANSIT-BASED HOUSING PROJECTS IN NORTHERN CALIFORNIA** / Bernick, Michael; Cervero, Robert; Menotti, Val -- Berkeley, CA: U.C. Berkeley, IURD - National Transit Access Center, 1994.

(U.C. Berkeley Institute of Urban and Regional Development working paper; no. 624)

"September 1994"

Available for purchase at the World Wide Web:

[http://www-iurd.ced.berkeley.edu/workingpapers\\_1990-1995.htm](http://www-iurd.ced.berkeley.edu/workingpapers_1990-1995.htm)

**DISTINGUISHING CITY AND SUBURBAN MOVERS:** Evidence from the American Housing Survey / Sanchez, Thomas W.; Dawkins, Casey J. -- Washington, DC: Fannie Mae Foundation, 2001.

Available full text at the World Wide Web:

[http://www.fanniemae.foundation.org/programs/hpd/pdf/HPD\\_1203\\_sanchez.pdf](http://www.fanniemae.foundation.org/programs/hpd/pdf/HPD_1203_sanchez.pdf)

Housing Policy Debate - Vol. 12, no. 3 (Fall 2001)

As many metropolitan areas continue to sprawl, it is of interest to understand the location choices of people who move within urban areas. This study explores similarities and differences among movers to central cities and suburban locations. It looks at reasons for relocating, demographic differences, and other factors. The authors find that life cycle and income are important: Households with higher incomes are more likely to move to the suburbs, while younger, single individuals may choose the city. Race was found to be irrelevant: Neither the race of the mover nor the racial composition of the central city relative to the suburbs distinguishes suburb-to-city or city-to-suburb movers. The results showed that some people may move from the suburbs to the central city for improved access to employment, but the authors indicate that other factors could play a role and they caution that more research is needed on this issue.

**THE EFFECT OF STATE ECONOMIC DEVELOPMENT INCENTIVES ON EMPLOYMENT GROWTH OF ESTABLISHMENTS** / Gabe, Todd M; Kraybill, David S -- Malden, MA: Blackwell Publishing, Inc. 2002.

Journal of Regional Science - Vol. 42, no. 4, 2002 (p.703-730)

This paper examines the effects of state economic development incentives on the growth of 366 Ohio manufacturing and non-manufacturing establishments that launched major expansions between 1993 and 1995.

## **Jobs-Housing Balance Selected Bibliography**

**EFFICIENT URBANIZATION:** Economic performance and the shape of the metropolis / Cervero, Robert. -- Cambridge, MA: Lincoln Institute of Land Policy, 2000.

(Lincoln Institute of Land Policy working paper; WP00RC1)

Also available for purchase at the World Wide Web:

<http://www.lincolninst.edu/pubs/pub-detail.asp?id=88>

The influences of urban form and transportation infrastructure on economic performance show up in several contemporary policy debates, notably "sprawl versus compact city" and in the developing world, the future of mega-cities. This paper probes these relationships using two scales of analysis.

### **EMPLOYMENT ACCESS, RESIDENTIAL LOCATION AND HOMEOWNERSHIP /**

Deng, Yongheng; Ross, Stephen L.; Wachter, Susan M -- Pittsburg, PA: Univ. of Pennsylvania - The Wharton School, Real Estate Center, [1999]

Available full text at the World Wide Web:

<http://knowledge.wharton.upenn.edu/PDFs/434.pdf>

Large racial differences in home ownership have been a source of considerable concern among policymakers because homeownership choice may influence wealth accumulation, labor market outcomes, and even children's educational outcomes. Racial differences in ownership rates may be affected by discrimination ... This spatial pattern of ownership may discourage prospective minority homeowners because central city neighborhoods may face greater equity risk or have negative attributes that limit the value of homeownership.

### **ENVIRONMENTAL JUSTICE IN TRANSPORTATION PLANNING AND**

**INVESTMENTS:** Desk guide / ICF Consulting -- [Sacramento, CA] CalTrans, 2003.

Co-published by: Myra L. Frank & Associates.

"Prepared for California Dept. of Transportation, Division of Transportation Planning. Office of Policy Analysis & Research"

Also available full text at the World Wide Web:

<http://www.dot.ca.gov/hq/tpp/offices/opar/EJDeskGuideJan03.pdf>

**EXISTING CONDITIONS** / Cambridge Systematics, Inc.; Calthorpe Associates -- Portland, OR: 1000 Friends of Oregon, 1991.

(Making the Land Use and Transportation Air Quality Connection (LUTRAQ), Vol. 2) "October 1991"

*Also: Housing Resource Center – CA Dept. of Housing & Community Dev. Library (contact: Librarian – 916-322-9648)*

**HOME OWNERSHIP AND UNEMPLOYMENT IN THE U.S.** / Green, Richard K.; Hendershott, Patric H. / National Multi Housing Council -- [Washington, DC] NMHC, 1999.

Report includes bibliographical references.

"December 1999"

Also available full text at the World Wide Web:

<http://www.nmhc.org/Content/ServeFile.cfm?FileID=165>

## **Jobs-Housing Balance Selected Bibliography**

Funding for this study supplied by the National Multi Housing Council.

Abstract: The National Multi-Housing Council, a leading advocate for rental housing in the United States, has presented the results of a study that finds a direct correlation between unemployment and homeownership. Green and Hendershott conclude that homeownership seems to constrain labor mobility and thus leads to higher unemployment. This finding is relevant to those who believe homeownership must be the primary goal of the nation. Although this study relies primarily on American statistics for its conclusions, the implications of this study are relevant to both a Canadian and Western European context.

**HOUSING PRICES AND THE LOCATION CHOICE OF FIRMS** / Kroll, Cynthia A.; Landis, John D. -- Berkeley, CA: U.C. Berkeley - Institute of Business and Economic Research, 1991.

"April 1991"

(Univ. of California, Berkeley - IBER; working paper no. 91-189)

May be purchased at the World Wide Web:

<http://iber.berkeley.edu/wps/creuewp.htm>

**IMPACTS OF URBAN FORM ON TRAVEL:** A critical review / Crane, Randall -- Cambridge, MA: Lincoln Institute of Land Policy, 1999.

(Lincoln Institute of Land Policy working paper)

Includes bibliographical references.

Also available full text at the World Wide Web:

[http://www.sactaqc.org/resources/literature/landuse/urban\\_form\\_travel.htm](http://www.sactaqc.org/resources/literature/landuse/urban_form_travel.htm)

Abstract: What is the scope for using land use and urban design to reduce automobile travel? This paper reviews the recent literature on how the built environment may or may not influence travel behavior. It begins with a short summary of urban spatial theory and other conceptual frameworks explicitly linking urban structure to travel. This is followed by work that uses data on actual behavior to examine and then test several hypotheses. The paper summarizes these studies at the same time that it critically evaluates their data, methods, and conclusions. It concludes that while research on this important set of topics is improving in several respects, our current understanding of these relationships remains poor. The rational basis for using land use and urban design to change travel behavior thus appears limited.

**THE IMPORTANCE OF PLACE IN WELFARE REFORM:** Common challenges for central cities and remote-rural areas / Fisher, Monica G.; Weber, Bruce A -- Washington, DC: Brookings Institution, Center on Urban & Metropolitan Policy. 2002.

(Brookings Center, Research Brief; no. 1 - June 2002)

Also available full text on the World Wide Web:

<http://www.brookings.edu/dybdocroot/es/urban/publications/weberfull.pdf>

"Single mothers in central-metro and remote-rural counties were ... more likely than their counterparts elsewhere to have been poor and on public assistance for extended periods of time during the 1990's." -- (p. v.)

## **Jobs-Housing Balance Selected Bibliography**

**INCREASING TRANSIT RIDERSHIP:** Lessons from the most successful transit systems in the 1990s / Taylor, Brian; Haas, Peter -- San Jose, CA: Mineta Transportation Institute, 2002.

(MTI Report no. 01-22; June 2002)

Includes table of contents and executive summary.

Report available full text (192 pages) at the World Wide Web:

[http://transweb.sjsu.edu/publications/transitridership2/TransitRidership\\_7\\_16.pdf](http://transweb.sjsu.edu/publications/transitridership2/TransitRidership_7_16.pdf)

Co-authored by: Brent Boyd, Daniel Baldwin Hess, Hiroyuki Iseki and Allison Yoh

**INCREASING TRANSIT RIDERSHIP AND THE EFFICIENCY OF LAND USE WHILE MAXIMIZING ECONOMIC POTENTIAL:** Linking housing production and job growth in the San Francisco Bay Area / Association of Bay Area Governments (ABAG) -- Oakland, CA: ABAG, 1990.

(Association of Bay Area Governments working paper; 90-2)

"October 1990"

May be purchased at the World Wide Web:

<http://store.abag.ca.gov/projections.asp>

**INTRAMETROPOLITAN LOCATIONAL PATTERNS OF PEOPLE AND JOBS:** Which government interventions make a difference? / Bollinger, Christopher R.; Ihlanfeldt, Keith R. -- Washington, DC: Lincoln Institute of Land Policy, 2000.

Funding for report by Brookings Institution and Lincoln Institute of Land Policy.

Also available full text at the World Wide Web:

[http://www.fsu.edu/~localgov/papers/archive/Bollinger\\_001.PDF](http://www.fsu.edu/~localgov/papers/archive/Bollinger_001.PDF)

Abstract: State and local governments heavily intervene into urban land markets.

There is growing interest in how these interventions affect the locations of people and jobs...

**JOB SPRAWL:** Employment location in U.S. metropolitan areas / Glaeser, Edward L.; Kahn, Matthew; Chu, Chenghuan -- Washington, DC: Brookings Institution, Center on Urban & Metropolitan Policy, 2001.

(Brookings Institution Survey Series; May 2001)

Available full text at the World Wide Web:

<http://www.brook.edu/es/urban/publications/glaeserjobsprawl.pdf>

"In this survey we map the new American employment landscape" – Cover.

**JOBS-HOUSING BALANCE:** Community choices: quality growth toolkit / Atlanta Regional Commission (ARC) -- [Atlanta, GA] ARC, [2002]

"October 1, 2002".

Includes bibliographical references.

Available full text at the World Wide Web:

[http://www.atlreg.com/qualitygrowth/Planning/Toolkits/JOBS\\_HOUSING\\_BALANCE\\_TOOL.PDF](http://www.atlreg.com/qualitygrowth/Planning/Toolkits/JOBS_HOUSING_BALANCE_TOOL.PDF)

## **Jobs-Housing Balance Selected Bibliography**

**JOBS/HOUSING BALANCE:** The SCAG perspective / Southern California Association of Governments (SCAG) -- Los Angeles, CA: SCAG, 2001.

(Strategies for Solutions Brief series)

Prepared for ULI/USC Lusk Center - Southern California Real Estate Summit

"Resources & Regulatory Constraints to Growth: Strategies for Solutions" (Los Angeles, CA : Sept. 13, 2001)

Also available full text at the World Wide Web:

<http://www.usc.edu/schools/sppd/lusk/professional/summit/2001/pdf/jobshousing.pdf>

**JOBS/HOUSING BALANCE:** Strategies for California / Urban Land Institute -- Los Angeles, CA: ULI - Los Angeles, 2001.

(Strategies for solutions brief series)

Prepared for ULI's California Smart Growth Initiative.

Presented at ULI/Lusk Center - Southern California Real Estate Summit "Resources & Regulatory Constraints to Growth : Strategies for Solutions (Los Angeles, CA : Sept. 2001)

Also available full text at the World Wide Web:

<http://www.usc.edu/schools/sppd/lusk/professional/summit/2001/pdf/jobshousingll.pdf>

**THE JOBS-HOUSING BALANCE AND URBAN COMMUTING** / Peng, Zhong-Ren -- London, UK: Carfax Publishing, 1997.

Includes bibliographical references.

Article may be purchased at the World Wide Web:

<http://www.tandf.co.uk/journals/carfax/00420980.html>

Urban Studies - Vol. 34, no. 8 (July 1997) p. 1215-1235

This paper applies geographical information system (GIS) techniques and piecewise, non-linear model-spline functions-to analyse empirically the relationship between the jobs-housing ratio and urban commuting patterns in terms of vehicle miles travelled (VMT) and trip length. A dynamic buffering process in GIS is developed to measure the jobs-housing ratio within floating catchment areas of a 5-7 mile (8.05-11.27 km) radius as opposed to pre-defined and arbitrary jurisdictional boundaries...

**JOBS / HOUSING BALANCE AS PUBLIC POLICY** / Cervero, Robert. / Urban Land Institute -- Washington, DC: ULI, 1991.

Urban Land - Vol. 50, no. 10 (October 1991) p. 10-14

*Also: Housing Resource Center – CA Dept. of Housing & Community Dev. Library (contact: Librarian – 916-322-9648)*

**JOBS-HOUSING BALANCE REVISITED:** Trends and impacts in the San Francisco Bay Area / Cervero, Robert. -- [Chicago, IL] APA, 1996.

Includes bibliographical references.

Article may be purchased at the World Wide Web:

<http://www.planning.org/japa/index.htm>

Journal of the American Planning Association – V. 62, no. 4 (Autumn 1996) p. 492-511

## **Jobs-Housing Balance Selected Bibliography**

Regions in California have recently set jobs-housing balance targets, to relieve traffic congestion and improve air quality. Critics of such targets charge that many factors prevent people from living near their workplaces, and that market forces, left unobstructed, work to produce balance – that is, people and firms co-locate to reduce imbalances. Changes in the ratios of jobs to employed residents in 23 large San Francisco Bay Area cities during the 1980s...

**KEEPING UP WITH THE JONESES:** Radial vs. multide destination transit in decentralizing regions / Thompson, Gregory L.; Matoff, Thomas G. / American Planning Association -- [Chicago, IL]: APA, 2003.

Includes bibliographical references.

Available for purchase at the World Wide Web:

<http://www.planning.org/japa/index.htm>

*Journal of the American Planning Association* – V. 69, no. 3 (Summer 2003) p. 296-312

"Increasingly dispersed travel patterns in contemporary American urban areas raise questions about appropriate policy for fixed-route public transit, particularly rail transit. Some argue that fixed transit routes should be radial..." - (p. 296).

**THE LINK BETWEEN GROWTH MANAGEMENT AND HOUSING AFFORDABILITY:**

The academic evidence / Nelson, Chris; Pendall, Rolf; Knaap, Gerrit -- Washington, DC: Brookings Institution, 2002.

Includes bibliographical references.

Available full text at the World Wide Web:

<http://www.brook.edu/dybdocroot/es/urban/publications/growthmang.pdf>

Abstract: Rising concerns about traffic congestion, loss of farmland, urban disinvestment, and the costs of public infrastructure have led an increasing number of state and local governments to adopt new policies to better manage metropolitan growth. Such programs often involve a package of tools such as zoning, comprehensive plans, subdivision regulations, development fees and exactions, and infrastructure investments and are sometimes described as growth controls, growth management, sustainable development, or smart growth...

**LINKING LAND USE AND TRANSPORTATION:** Models for ISTEA and Clean Air Act Implementation / Lincoln Institute of Land Policy -- Cambridge, MA: Lincoln Institute of Land Policy, 1993.

Co-published by the American Planning Association.

Includes bibliographical references.

*Also: HE206.2 .L564 1993 – U.C. Berkeley Environmental Design Library*

**LIVING ON THE TEETER-TOTTER:** The balance between jobs & housing in King County / Washington Research Council. -- Seattle, WA: Washington Research Council, 2000. (Report)

"December 29, 2000".

Also available full text at the World Wide Web:

<http://www.researchcouncil.org/Reports/2000/JobsHousing1/KingCoJobsHousingBal.pdf>

## **Jobs-Housing Balance Selected Bibliography**

Introduction: The Growth Management Act seeks to channel development to urban areas and reduce sprawl. Most development is to be confined within an urban growth boundary. To accomplish this, the Act increased the powers & obligations of urban counties to regulate land use...

**THE LONG JOURNEY TO WORK:** A Federal transportation policy for working families / Blumenberg, Evelyn; Waller, Margy -- Washington, DC: Brookings Institution - Center on Urban & Metropolitan Policy, 2003.

(Brookings Institution Series on Transportation Reform; July 2003)

Includes bibliographical references.

Also available full text at the World Wide Web:

[http://www.brookings.edu/es/urban/publications/20030801\\_Waller.pdf](http://www.brookings.edu/es/urban/publications/20030801_Waller.pdf)

"To work, low-income adults need to get to work. However, traveling to jobs is frequently easier said than done, particularly for those without access to fast, reliable transportation. In almost every city, automobiles remain the fastest and most reliable way to get around. Moreover, the continuing decentralization of population and employment has exacerbated the isolation of many low-income families who lack reliable auto access..."

**MAKING WORK:** A new study suggests that state and local tax incentives for existing businesses don't create new jobs / Fulton, William -- [Washington, DC] Congressional Quarterly, Inc., 2003.

Available full text at the World Wide Web:

<http://www.governing.com/articles/6econ.htm>

Governing - June 2003

"Gabe and Kraybill not only looked at the number of jobs actually created but also compared that with the number of jobs estimated at the time the business expansion was announced... in other words, the businesses taking state money announced much more ambitious plans to add workers but came in at about the same level as businesses that didn't take state money." - (p. [2]).

**MARKET OPPORTUNITIES AND BARRIERS TO TRANSIT-BASED DEVELOPMENT IN CALIFORNIA** / Bernick, Michael; Cervero, Robert; Gilbert, Jill -- Berkeley, CA: U.C. Berkeley, IURD - National Transit Access Center, 1994.

(U.C. Berkeley Institute of Urban and Regional Development working paper; no. 621)

Includes bibliographical references.

Available for purchase at the World Wide Web:

[http://www-iurd.ced.berkeley.edu/workingpapers\\_1990-1995.htm](http://www-iurd.ced.berkeley.edu/workingpapers_1990-1995.htm)

**A MOBILE STRATEGY FOR IMPROVING OPPORTUNITY** / Hughes, Mark Alan -- Washington, DC: Fannie Mae Foundation, 1995.

Available full text at the World Wide Web:

[http://www.fanniemaefoundation.org/programs/hpd/pdf/hpd\\_0601\\_hughes.pdf](http://www.fanniemaefoundation.org/programs/hpd/pdf/hpd_0601_hughes.pdf)

Housing Policy Debate - Vol. 6, no. 1 (p. 271-297)

## **Jobs-Housing Balance Selected Bibliography**

The three main strategies for confronting inner-city poverty are dispersal, development, and mobility. These strategies are discussed and compared, with particular emphasis on the mobility approach. The article argues that the mobility approach - which connects poor inner-city residents to suburban employment opportunities without changing the location of households or firms – is the most promising near-term strategy for combating urban poverty.

**MOVING UP VERSUS MOVING OUT:** Neighborhood effects in housing mobility programs / de Souza Briggs, Xavier -- Washington, DC: Fannie Mae Foundation, 1997.

Available full text at the World Wide Web:

[http://www.fanniemaefoundation.org/programs/hpd/pdf/hpd\\_0801\\_briggs.pdf](http://www.fanniemaefoundation.org/programs/hpd/pdf/hpd_0801_briggs.pdf)

Housing Policy Debate - Vol. 8, no. 1 (p. 195-234)

Abstract: This article suggests ways to better design, conduct, and interpret evaluations of the effects of housing mobility programs on participants, with emphasis on how to isolate neighborhood effects. It reviews earlier critiques of neighborhood effects research and discusses the key assumptions of housing mobility programs about the benefits of affluent neighbors, the spatial organization of opportunity for the urban poor, and the meanings of "neighborhood" to residents, researchers, and policy makers.

**PAYING FOR PROSPERITY:** Impact fees and job growth / Nelson, Arthur C.; Moody, Mitch -- Washington, DC: Brookings Institution - Center on Urban & Metropolitan Policy, 2003.

"June 2003".

Report includes bibliographical references.

Also available full text at the World Wide Web:

<http://www.brookings.edu/dybdocroot/es/urban/publications/nelsonimpactfees.pdf>

This report addresses the controversy around impact fees by reviewing the academic literature concerning the effect of impact fees on employment and the economy generally. In addition, the report presents a new analysis of the relationship between impact fees and job creations by assessing impact fee and economic data, assembled for the period 1993-1999, for the 67 counties of Florida... -(p. vi).

**RAIL-ORIENTED OFFICE DEVELOPMENT IN CALIFORNIA:** How successful? / Cervero, Robert -- [Westport, CT]: Eno Foundation for Transportation, 1994.

Includes bibliographical references.

Transportation Quarterly - Vol. 48, no. 1 (Winter 1994) p. 33-44

Examines public ridership impacts of large-scale office projects near stations of five rail transit in California. Key factors that influence the modal choices of station-area office workers; Effects of built environment such as density and land-use mixtures on rail modal splits; Mobility and environmental impacts of clustered housing development at transit stops.

**RETHINKING ACCESSIBILITY AND JOBS-HOUSING BALANCE** / Levine, Jonathan. -- [Chicago, IL]: APA, 1998.

Includes bibliographical references.

## **Jobs-Housing Balance Selected Bibliography**

May be purchased at the World Wide Web:

<http://www.planning.org/japa/archive.htm>

Journal of the American Planning Association - V. 64, no. 2 (Spring 1998) p. 133-149

Through estimation of a discrete choice model of residential location, this study argues that commute time remains a dominant determinant of residential location at the regional scale, and that provision of affordable housing near employment concentrations can influence residential location decisions for low-to-moderate-income, single-worker households. However, the significance of jobs-housing balance is not in reducing congestion; even when successful, such policies will have little impact...

**RIGHT HOME IN THE RIGHT PLACE AT THE RIGHT PRICE:** California's regional and Statewide challenges of housing availability, jobs-housing balance, and housing costs and some options to meet them / DeGiere, Gregory / California, Senate Office of Research. -- Sacramento, CA: Senate Publications, 1999.

(Senate Publications stock no.: 1001-S)

"October 1999".

Includes bibliographical references.

Also available for purchase at the World Wide Web:

<http://www.sen.ca.gov/publications/subject/EMPLOY.txt>

California's regional and statewide challenges of housing availability, jobs-housing balance, and housing costs and some options to meet them. In this report, the Senate Office of Research, using data developed by the Senate Demographics Office, presents both original research and summaries of other recent studies detailing the nature and extent of the problems statewide and by region.

**SMART GROWTH:** More than a ghost of urban policy past, less than a bold new horizon / Burchell, Robert W.; Listokin, David; Galley, Catherine C. -- Washington, DC: Fannie Mae Foundation, 2000.

Includes bibliographical references.

Available full text at the World Wide Web:

[http://www.fanniemae.foundation.org/programs/hpd/pdf/hpd\\_1104\\_burchell.pdf](http://www.fanniemae.foundation.org/programs/hpd/pdf/hpd_1104_burchell.pdf)

Housing Policy Debate - Vol. 11, no. 4 (p. 821-879)

Proponents of smart growth tout its more compact, less automobile-dependent development as a superior alternative to the prevailing pattern of sprawl. Admittedly, smart growth is characterized by the ghost of urban policy past, ranging from inner-area revitalization to growth management. Yet, smart growth incorporates leading-edge, contemporary components (e.g. encouraging multimodal transportation, strategically locating public employment), and its timing is propitious – as aging baby boomers, rising immigration, and other forces support core-area revitalization and other smart growth themes.

**STATE POLICY APPROACHES TO PROMOTE METROPOLITAN ECONOMIC STRATEGY** / Weiss, Marc A. -- National Governors Association - Center for Best Practices, 2002.

"October 2002"

Available full text at the World Wide Web:

<http://www.nga.org/center>

## **Jobs-Housing Balance Selected Bibliography**

**STUCK IN TRAFFIC:** Coping with peak-hour traffic congestion / Downs, Anthony -- Cambridge, MA: Lincoln Institute of Land Policy, 1992.

Includes bibliographical references and index.

In this ... book, Anthony Downs looks at the causes of worsening traffic congestion, especially in suburban areas, and considers the possible remedies, while analyzing the specific advantages and disadvantages of every major strategy that has been proposed to reduce congestion.

*Also: HE355.3.C64 D69 1992 - California State Library, Reference Center*

**TOO MUCH OF A GOOD THING:** Los Angeles now contains all the good, bad and the ugly of California in one place -- [London, UK]: Economist Newspaper Limited, 1990.

May be purchased at the World Wide Web:

<http://www.economist.com/research/>

The Economist - Vol. 317 no. 7676 California Survey - p.10-13 (10/13/90)

Abstract: Focuses on the city of Los Angeles where all the good, bad, and ugly of California are found in one place. Notion of being a laid back lifestyle is obsolete; government restrictions on life style; economic strengths; huge expansion; city government /Mayor Tom Bradley; water problems; air problems; traffic problems; balance between jobs and housing...

**TRANSIT JOINT DEVELOPMENT IN THE UNITED STATES** / Cervero, Robert; Hall, Peter; Landis, John -- Berkeley, CA: U.C. Berkeley, IURD - National Transit Access Center, 1992.

(U.C. Berkeley - Institute of Urban and Regional Development; IURD Monograph no. 42) "August 1992".

Includes bibliographical references.

Available for purchase at the World Wide Web:

[http://www-iurd.ced.berkeley.edu/monograph\\_titles.htm](http://www-iurd.ced.berkeley.edu/monograph_titles.htm)

**THE TRANSIT METROPOLIS:** A global inquiry / Cervero, Robert -- Washington, DC: Island Press, 1998.

Includes bibliographical references and index.

May be purchased at the World Wide Web:

[http://hallnonfiction.com/urban\\_planning\\_development/59.shtml](http://hallnonfiction.com/urban_planning_development/59.shtml)

Partial contents: Pt. 1. The Case for the Transit Metropolis / Ch. 1. Transit and the Metropolis: Finding Harmony -- Ch. 2. Transit and the Changing World -- Ch. 3. Public Policies and the Sustainable Transit Metropolis -- Pt. 2. Adaptive Cities: Creating a Transit-Oriented Built Form.

*Also: HE305 .C474 1998 - U.C. Berkeley, Environmental Design Library*

**TRANSIT VILLAGES AND TRANSIT-BASED DEVELOPMENT:** The rules are becoming more flexible : how government can work with the private sector to make it happen / Bernick, Michael S.; Freilich, Amy E. -- Chicago, IL: American Bar Association, [1998]

Urban Lawyer - V. 30, no. 1 (Winter 1998)

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**TRANSIT VILLAGES IN THE 21ST CENTURY** / Bernick, Michael; Cervero, Robert -- New York: McGraw-Hill, 1997.

Includes bibliographical references (p. 373-374) and index.

May be purchased at the World Wide Web:

<http://hallarchitecture.com/architecture/825.shtml>

Partial contents: 1. Transit Villages and the Contemporary Metropolis -- 2. America's Early Transit Villages -- 3. Transit Villages and Public Policy -- 4. The Built Environment and the Demand for Transit -- 5. Transit-Oriented Development and Travel Choices: Lessons from the San Francisco Bay Area -- 6. The Market for Transit Villages -- 7. San Francisco Bay Area: Transit's New Urbanism -- 8. Washington, D.C.: Post Edge City -- 9. Southern California: Transit Villages in the Heartland of the Automobile.

Also: HT167 .B48 1997 -- U.C. Berkeley, *Environmental Design Library*

**TRANSPORTATION ALTERNATIVES IN A CONGESTION PRICING ENVIRONMENT** / Cervero, Robert -- Berkeley, CA: U.C. Berkeley, IURD - National Transit Access Center, 1992.

(U.C. Berkeley Institute of Urban and Regional Development - working paper; no.583) "August 1992".

Includes bibliographical references.

Available for purchase at the World Wide Web:

[http://www-iurd.ced.berkeley.edu/workingpapers\\_1990-1995.htm](http://www-iurd.ced.berkeley.edu/workingpapers_1990-1995.htm)

**TRANSPORTATION AND JOBS [FACT SHEET]** -- [Washington, DC] Surface Transportation Policy Project (STPP) [2003]

Fact sheet on Impact of Public Transportation Projects on Job Creation

Also available at the World Wide Web:

<http://www.transact.org/library/factsheets/Transportation%20and%20Jobs.DOC>

Introduction: Transportation policy has a strong, positive relationship with job creation and access. The transportation system should support job creation and grant all people access to good jobs. Unlike past transportation decisions that have focused on short-term solutions and have ignored large sections of the population, modern transportation investments must expand opportunities and improve quality of life.

**TRANSPORTATION MANAGEMENT THROUGH PARTNERSHIPS** / Dunphy, Robert T.; Lin, Ben C. -- Washington, DC: Urban Land Institute, 1990.

Includes bibliographical references and index.

Contents include: Case studies of Baltimore-Washington and Northern / Southern California and summaries of trip reduction ordinances.

Also: HE206.2 .D86 1990 -- U.C. Berkeley, *Environmental Design Library*

**TRYING TO BALANCE JOBS AND HOUSING** / Fulton, William; Shigley, Paul -- [Ventura, CA] 2000.

"July 2000"

## **Jobs-Housing Balance Selected Bibliography**

May be purchased in archive at the World Wide Web:

<http://www.statenet.com/news/store/>

California Journal - Vol. 31, no. 7 (p. 30-35)

Reports on the issue of balancing jobs and affordability of housing in Silicon Valley, CA. Concerns raised by housing advocates and leaders; details on the increase of commerce and employment without construction; focus on inadequate housing; discussion on the median family income in different areas.

**THE WAXING AND WANING OF REGIONAL ECONOMIES:** The chicken-egg question of jobs versus people / Partridge, Mark D.; Rickman, Dan S. -- [London, UK]: Elsevier Publishing, 2002.

Includes bibliographical references.

Journal of Urban Economics - Vol. 53 (2003) p. 76-97

"A central question in urban and regional economies is whether people follow newly created jobs into regions, or whether jobs follow newly arrived migrants... "-- (p. 76).

**WORKFORCE HOUSING:** Hometown crisis / Garretson, Con. -- Marin, CA: Marin Independent Journal, 2002.

Four part series of articles from the World Wide Web (Jan. 23, 2002):

<http://www.marinij.com>

Contents: Part I. Priced out of Marin -- Part II. Housing: Build it or pay -- Part III. The Battle over where -- Part IV. A Search for solutions.